

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Brandenburg-Briest Airfield

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EVALUATION PLACE OBTAINED DATE OF CONTENT

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DATE OBTAINED DATE PREPARED 25 October 1954REFERENCES

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PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

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1. Between 17 and 19 September 1954, two take-offs and landings by a Li-2 were observed at Brandenburg-Briest airfield. The aircraft came from the direction of Werder and departed in the same direction.

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At 1150 on 24 September, a formation of 34 Il-10s took off heading toward Berlin. The Nos 5, 17, 30 and 41 were identified on 4 aircraft.

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2. The following air activity and aircraft were observed at the field between 21 and 27 September:

21 September. An estimated 45 Il-10s were parked at the field.

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22 and 23 September. Formations of 2 or 3 Il-10s repeatedly took off toward the southeast and returned after about 40 minutes. There was intensive air activity by individual aircraft, some of which made low-level attacks.

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24 September. About 35 Il-10s took off at 1130, assembled in a close-order formation, headed southeast, and returned at 1250.

27 September. Individual Il-10s made low-level attacks at ground targets on

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the field. The weather was cloudy and rainy. At 1415, 12 Il-10s took off, headed in close-order formation to the southeast and returned after about 50 minutes. At 1450 and 1530, a squadron of 8 Il-10s took off. The two squadrons headed in the same direction and returned after the same flight time.

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3. On 28 September, MiG-15s were repeatedly observed flying over the field from the southeast to the west without landing at the airfield. Four MiG-15s were seen at 1130, 8 MiG-15s at 1205, 1230, and 1300.

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4. Vehicular traffic between the town and the airfield included sedan [redacted] used by the commanding officer, trucks [redacted] tank truck [redacted]

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5. The following air activity and aircraft were seen at the field on 1, 3 and 9 October:

1 October. Between 0800 and 0900, 8 MiG-15s coming from the southeast landed at the field. Between 1700 and 1715, an additional 12 MiG-15s approached from the same direction and landed at the field.

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3 October. Four canvas-covered MiG-15s and 2 radio trucks were parked in the revetments in the southwestern corner of the field, and 8 Il-10s were observed in front of the flight control station. Between 1630 and 1750, a squadron of 8 MiG-15s with auxiliary fuel tanks twice crossed over the airfield. The aircraft flying in flights attacked targets on the field and were marked by a dark blue or black ring about 50 cm wide around the fuselage just in front of the rudder, and another dark ring but slightly smaller than 50 cm around the wing tips. Between 1730 and 1800, 38 Il-10s approached in squadrons from the southeast and landed at the field. The aircraft had yellow propeller hubs and yellow upper edges on the rudder assemblies.

9 October. An estimated 45 Il-10s were parked at the field. The revetments in the southwestern corner of the field were vacant.

Comment. The aircraft of the ground attack regiment in Brandenburg-Briest had probably been employed over the Kammersdorf training area prior to late September 1954 in connection with the fall maneuvers and in the framework of training activity. After late September, they were temporarily stationed at Pochowitz airfield in order to participate in the fall maneuvers, while a fighter unit was stationed at Brandenburg-Briest airfield at the same time.

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